

POMRIL.  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts... 87.25  
Per doz. pints... 4.65  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSORS  
MARTINI SOLA & CO.  
AGENTS—  
H. PRICE & CO.,  
12, Queen's Road Central.

No. 14,424 號肆十式百肆千肆萬壹第 日伍拾月五年十叁緒光 HONGKONG, TUESDAY, JUNE 28TH, 1904. 式拜禮 號捌拾式月陸年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

## WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN  
IRRITATION AND PRODUCES A  
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.  
LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841. [a138]

## CUTLER, PALMER & CO.'S

PRICE \$11.00 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO., Hongkong. [a46]

## GREEN ISLAND CEMENT COMPANY

### PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers. [a145]

Ho gk-ur, 14th August, 1903.

## VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following:-  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES and BALL BEARINGS THROUGH-  
OUT. Everything in the trade always kept in  
Stock. First-class workmanship guaranteed in  
all branches of the business. Re-travelling a  
speciality. [a146]

McKIRDY & CO.,  
43 & 34A, Queen's Road East.

QUAN WAH & CO.  
GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.

Sole Agents of  
QUAN TAI & CO., Lime Manufacturers.  
All descriptions of  
GRANITE and MARBLE FOR EXPORT.  
Dealers in  
OR ANITE and MARBLE MONUMENTS  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 11th June, 1904. [10]

TONG CHONG & CO.  
No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure  
HAVANA CIGARS AND CIGARETTES  
They are made of best Havana leaves and  
possess a mild and choice flavour.  
Inspection courteously invited.  
Hongkong, 26th May, 1904. [133]

DAVID CORSAK MERCHANT NAVY  
NAVY BOILED  
ONG PLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.  
ESTABLISHED 1820.

## C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,  
60 & 61, BENTINCK STREET,  
CALCUTTA.

SOLE MAKERS OF THE

## STANDARD

## INDIAN BILLIARD TABLE

A reputation of over EIGHTY YEARS main-  
tained against all competition, and the Standard  
Indian Table stands to-day

UNRIVALLED,  
PERFECT IN DESIGN,  
ACCURATE IN CONSTRUCTION,  
MODERATE IN PRICE,  
EXCELLENT THROUGHOUT.

Price List on Application to the "HONGKONG  
DAILY PRESS" Office. [3119-1]

## E. C. WILKS & CO. MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANALIAN ASBESTOS and ASBESTOSCEI GOODS Kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Hongkong, 1st May, 1904.

Telephone No. 358.

[a1153]

## ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

## LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

[a333]

## KODAKS,

## FILMS,

## AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

## LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

[a38]

NEW STOCK

## SUMMER UNDERWEAR

SHIRTS. COLLARS. TIES.

STRAW HATS. PITH HELMETS.

RAINCOATS AND WATERPROOFS.

## LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904.

[a4a]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.00 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL."

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLENDED WHISKY,

\$11.00 PER DOZ.

Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS

BENEDICTINE LIQUEUR—

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

[a45]

## THE LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA.

[a56]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Haydn's Dictionary of Dates; Just Out \$17.00

Pall Mall Academy Pictures ... 0.80

Dollars and Democracy ... 5.25

Care of the Children ... 1.50

Clement's Hand-Book of Japan ... 5.25

Advanced Bridge ... 4.60

Bowker's Dynamics ... 4.60

Taylor's Refrigeration ... 6.00

Elizabeth at Rugen ... 1.75

China from Within ... 4.60

Two Men from Kimberley ... 1.75

How to Win at Bridge ... 0.90

Japanese Physical Training ... \$4.50

Whitaker's Peerage 1904 ... 3.00

Triumph of Mrs. Spurge ... 1.75

The Never Never Land ... 1.75

The Albert Gate Affair ... 1.75

NEW STOCK.

COPYING PRESSES, Full Size For Large  
Documents, and Smaller Sizes.

INDIAN INK

INKSTANDS.

SEQUENCER FILES.

MAPPING PENS.

FOOT-RULES.

PROTRACTORS.

PAINT BRUSHES.

OFFICE PINS.

"GEM" LETTER CLIPS, 2 Sizes.

GENTLEMEN'S BLACK AND BROWN BOOTS

AND SHOES, BEST ENGLISH MAKE.

BLACKENSDERPER TYPEWRITERS.

[a33]

## CONFECTIONERY!!!

THE CHOICE-T AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,

CHEESE SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE.

YORK HAM and BEST ENGLISH BACON.

TOYS TOYS.

## A. CHAZALON & CO.

[a40]

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO.

[a5a]

## TENNENT'S "RED T" BRAND.



TENNENT'S PILSNER BEER.

TENNENT'S INDIA PALE ALE.

TENNENT'S MUNICH BEER.

TENNENT'S STOUT.

BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 15th June, 1904.

[a35]

THE OLD  
FAMILIAR BEVERAGE  
STONE GINGER-BEER  
YCLEFT "POP."

HOME



BREWED

WATKINS LIMITED

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

At CANTON, SHANGHAI, HANKOW and PEKING.

[a37]

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c.; and FOCHOOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [13]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEV,  
Manager,  
1st Floor, 37, Connaught Road,  
Hongkong, 13th June, 1903. [1473]

RUIRANT PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903. [1264]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sundays

excepted to receive and deliver perishable goods

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

## CARLTON HOUSE.

10, ICE HOUSE STREET.

Lately Occupied by Club Eintracl.

WILL be OPENED on the 1st July next,

to supply a long-felt want, of a really

FIRST CLASS PRIVATE HOTEL.

Rooms most Elegantly Furnished. Comfort

f Visitors will be made a Special Study.

Absolute Cleanliness Guaranteed. Cuisine a

Speciality.

Premises centrally situated away from the

noise of traffic.

For terms apply after 25th inst., to—

B. P. HOWARD,

Manager.

Hongkong, 14th June, 1904. [1468]

## HOTELS. HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Room, Billiard and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by

machinery.

Fire Extinguishing Mains and Emergency

Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager.

[a48]

## THE PEAK HOTEL.

Admirably Situated. Sheltered from the

North-West Monsoon and Open to the South

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUDDELL STREET.

[a414]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms



## INTIMATION

A. S. WATSON &amp; CO.,

LIMITED

THE LEADING MANUFACTURERS

AERATED

WATERS

IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement up to date.

ABSOLUTE PURITY is guaranteed. THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

A. S. WATSON &amp; CO.

LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Rd. Telephone No. 12.

## BIRTH.

On the 14th June, at 208A Bluff, Yokohama, the wife of ERNEST ARTHUR TAYLOR, of a daughter.

## DEATH.

On the 25th April, at San Francisco, Mrs. J. S. WILSON, wife of the late JAMES SAMUEL WILSON, of the Pacific Mail S.S. Co., Kobe. The ashes have been sent to Kobe for interment.

## The Daily Press.

HONGKONG OFFICE: 14, DIXVON ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28TH JUNE, 1904.

It may or may not be a disappointment for the missionaries, but it has to be admitted that, notwithstanding the large importations of Biblical history into China, there are Chinamen who refuse to take warning by the fate of SAMSON, who lost his virile vigour when he had his hair cut. A knot of Chinese debaters in Selangor are responsible for the new movement, the pioneers of which refuse to keep their hair on. The *Shanghai Mercury* sees in this hirsute reform the cue for the entrance upon the world's stage of a Japanised China, a China as keen after modern civilisation as are its whilom vassals. "What Singapore thinks to-day," says our northern contemporary, "Hongkong will think to-morrow, and China the week after next." The modern Chinese—habit and association being as strong with them as with most folk—will probably for some time to come share the prejudice of the foxes of the fable, and look askance upon their tailless brethren, noisily advocate of this significant curtailment. It is not inconceivable that there are sons of HAN, as well as subjects of H.M. EDWARD VII., who think of the "good old times" as infinitely superior to contemporary days. In the case of the British reactionist, he would point to an age of courtliness, chivalry, sport, and pluck, when the Englishman's hot head was covered by the queue just as the cooler Celestial's cranium is to-day. It is a matter of taste, of course; but a comparison of the Occidental powdered pigtail of that period

with the well-greased rope of the modern Oriental does not seem altogether fitting. The significance of the respective tonsorial fashions certainly share nothing in common. The one was an outcome of a sort of æsthetic evolution, for which, artistically considered, the Roundhead crop was an uncheerful and graceless successor, with perhaps no great compensation by way of improved brain power for loss of thatch. In the other case, the capillary cable was, according to the Sinologues, a badge of servitude, a rope of bondage for a conquered race. Even now, in passing, what would the native policeman do without this convenient handle? We have referred to the generally accepted origin of the Chinese pigtail as an arbitrary fashion insisted upon by the conquerors from the north; and confess to some mild amazement that our northern contemporary should see any inconsistency therewith in Mr. R. K. DOUGLASS' reference in the book on "China" in the "Story of the Nations" series. It is quoted as casting some doubt on the historical explanation already spoken of—perhaps inadvertently, for it fully confirms the popular belief. Putting facetiousness aside, we are inclined to join issue with the members of the Kuala Lumpur Debating Society on their assertion that "the first step in Chinese reform is the cutting off the queue." The first step should be in the direction of real reform—towards enfranchisement from the slavery of superstition and prejudice, before the badge of slavery is cast aside with flourish of trumpet. Once outside the prison walls, there will be plenty of time to discard the distasteful broad arrow.

We have already drawn attention to the fact that the Chinese in various parts of the country are showing a surprising readiness to invest in railway enterprises in China, but it would appear that the promoters rely very largely on the subscriptions of the wealthy Chinese living in Shanghai, Hongkong and Singapore. The capital for a rather important line of railway to run from Swatow to Tsaochow has recently been subscribed mainly in these three ports, and now we learn from a memorial addressed to the Throne by the Acting Viceroy of Szechuan that officials have been despatched to Shanghai, Hongkong and Singapore for the purpose of raising among Chinese the capital necessary for building a line of railway from Chengtu to Hankow. The capital required is estimated to be Tls. 30,000,000. One of the Chinese papers states that a French syndicate is trying hard to secure the contract for building this line, but the Viceroy wishes to keep the work entirely in Chinese hands. Another project mentioned in the Chinese official *Gazettes* is a branch line from Shenchow to Changsha, which will form a section of what will be known as the Hunan-Szechuan line, which will of course connect with the Canton-Hankow trunk line at Changsha. The capital required for this particular section is only five million taels, and we note that the desire of the promoters is to prevent foreigners securing any more railway concessions, and they are therefore appealing to "Chinese officers and merchants in China and abroad" for the necessary capital. China is in short waking up, and nothing will accelerate the process more than rapid communications.

A rock snake twelve feet in length was killed on the Peak on Sunday.

The General in Fochow has sent up Tls. 60,000 to the Imperial Household for general expenses.

Prince Ching is urging that more attention be paid to engineering and surveying in the Chinese army.

Vain hopes were raised on many sides that at last the Clock Tower was going to be demolished, from the fact that bamboo scaffolding was being raised round the venerable obstruction; but it is only undergoing its yearly repair and overhaul.

The *Peking and Tientsin Times* states that in consequence of the intimation received from the General Officer Commanding at Hongkong that that Port has been declared infected owing to plague, all details proceeding from the North China Command to India will be sent via Shanghai, until further orders.

Judge Willard, late of the Supreme Court of the Philippines, resigned because, according to his own statement, he could not afford to work longer for a bare living. His salary was \$7,000 per annum. Another Supreme Court Judge, Mr. Justice McDonough, is stated to have resigned for the same reason.

The cases of plague notified during last week numbered 44. Of these 43 were Chinese and 1 an Indian. Two of the Chinese cases were imported. There were 40 deaths from plague during the week and four from cholera. Eight cases of plague were notified during the 48 hours ended noon yesterday, which brings the total for the year to 354.

The death is announced of Mr. Leiter, Lady Curzon's father.

Harmston's Circus seems to be having a very successful time at Shanghai.

General Manning has arrived, very ill, at Southampton, where he was landed and proceeded to London.

Japan papers report the death of Mr. Robert Meiklejohn, of Yokohama, for many years proprietor of the *Japan Daily Advertiser*.

The Annual Conference of the International Secretaries of the Y.M.C.A. located in China, Corea and Hongkong, is now being held in Shanghai.

We were indebted to the courtesy of Mr. Taro Hobson, manager of the Yokohama Specie Bank, for the earliest news of the naval engagement off Port Arthur.

The visitors to the City Hall Library and Museum for the week ending 26th June, 1904, were 252 non-Chinese and 99 Chinese to the former, and 136 non-Chinese and 1,807 Chinese to the latter institution.

We are advised from New Zealand that Herr Albert Friedenthal, a piano-virtuoso, now making his third complete tour around the world, is shortly coming to perform at Hongkong and other Far Eastern cities. Judging by reports his entertainments are being received well in the Southern Colonies.

Diamonds have been discovered in a certain district in Shantung, and certain Chinese merchants proposed that the mine should be worked at once to prevent foreign interest from being attracted. The Shantung officials not having espoused the matter, however, the merchants are appealing direct to Peking.

The remains of Mrs. Alexander Wright, who died at Yokohama on the 10th inst., were brought back to Shanghai and interred at the Bubbling Well Road Cemetery. Only the members of her family and a few intimate friends were present, the service being very impressively conducted by the Rev. A. J. Walker, chaplain of Trinity Cathedral.

According to the *Manila Sunday Sun* one thing that "the folks are saying" there is "that the Hongkong authorities will unquestionably be pleased to receive their strayed beachcombers back to the Praya, and that they are not wanted in Manila." Considering that Manila furnishes the majority of recruits for the ranks of the Hongkong army of beach-combers, the *Sun* has a colossal impudence.

The cruiser *Terrible*, says the *Pall Mall Gazette*, will live in history as one of the biggest white elephants ever known in our Navy. From the time she went on trials as an absolutely new ship to the present day, this huge cruiser has been a constant source of expense to the country.

A Chinese mining headman met with a violent death the other day at Pulau, near Ipoh (Perak). He was engaged in carrying on blasting operations in a tunnel, and as the charge of "gelignite" which he had laid did not explode, he went into the tunnel to see what the matter was. An explosion immediately followed, and his companions found his dead body a few feet away from where the charge had been laid. At the inquest it turned out that the Warden of Mines had not sanctioned the use of explosives there. Proceedings have therefore been taken against the mine owner for breach of the Explosives Enactment.

A Bangkok telegram appearing in the *Straits Times* states that at a meeting of the European bankers and merchants it was resolved to petition the Siamese Government through the *doyen* of the diplomatic corps, protesting against the deplorable condition of the telegraph service in Siam. The frequent breakdowns entail heavy losses on the shipping merchants and handicap rice transactions in competition with other countries. Regret was expressed that the line to Koh-si-chang had not been maintained, and that there was no new land line to Singapore via Penang. It was further decided to condemn the dual control of the lines by different Government departments.

As going to show that Hongkong is regarded by its neighbours as a convenient and natural place for dumping their undesirable a very good instance came to light the other day. A steamer arrived from Saigon with about 150 Chinese on board. There was a case of cholera on board, so that luckily the passengers were not at liberty to come ashore until enquiries had been made by the authorities. And when enquiries were made, it was discovered that these men were the sweepings of French Indo-China galleys, deported to Hongkong, forsooth, as being dangers to the safety of the community. Some of them had marks of the cat on their backs. They should be sent back to Saigon, "declined with thanks."

The report of the Meiji Insurance Co., for which the Mitsui Bussan Kaisha are local agents, shows that the premiums collected during the year, less reinsurance, amounted to yen 599,121 and total income to yen 1,337,089, showing an increase of yen 151,948 over the previous year. The total losses, less reinsurance, amount to yen 358,896, showing an increase of yen 162,968 over the previous year. The Company transacts fire business only, and the reserve fund at present stands at yen 1,337,089. The net profit for the year ended 31st March amounted to yen 122,794, and the Directors recommend a dividend of 17 per cent., and the addition of yen 80,294 to the reserve fund.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE BRITISH PARLIAMENT.

LONDON, 25th June.

Sir John Lang (Liberal Member for Dundee) has given notice to ask Mr. Balfour whether, in view of the objections to the increased taxation, he will place a time for the continued declarations of the constituencies against the Government, and whether he will submit the policy to his judgment of the country.

Mr. Balfour has replied in writing that he will not take the course suggested unless the Government has incurred such a defeat as will prove that it has lost the confidence of the House of Commons, or that it cannot secure from day to day the support necessary to carry on Parliamentary business, in which case he would ask to be relieved of his responsibilities.

## A NEW SOLICITOR.

At the Supreme Court yesterday forenoon His Lordship Sir William M. Gooden (Chief Justice) admitted to the Bar, to practise as an attorney and proctor in Hongkong, Mr. Harold George Charles Bailey, who has come out from England to take up the duties of managing clerk with the firm of Messrs. Johnson, Stokes and Master, solicitors.

Hon. H. E. Pollock, K.C., barrister-at-law, in introducing Mr. Bailey and moving that he be admitted to practise, said His Lordship would see that Mr. Bailey was admitted to practise as a solicitor in the Supreme Court of Judicature in England on 7th September, 1898, and had for the past six years, with the exception of eighteen months when he was in service with the British forces in South Africa, been practising in England. There was also an affidavit of identification by Mr. Master.

His Lordship said he had read the affidavits and they were in order. He had much pleasure in directing that Mr. Bailey be approved, admitted and enrolled to practise as an attorney and proctor of that Court, and he trusted that Mr. Bailey would have a prosperous career in the Colony.

Mr. Bailey—Thank you, my Lord.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 24th June.

## A LOAN WANTED.

The Viceroy desires to raise a loan of three million taels, and he proposes to do this locally, as there have been difficulties in the way of negotiating loans with foreign merchants. This sum exactly covers the annual sum payable as the Kwangtung share of the indemnity, but it is not to be applied to that purpose. The Viceroy has one or two pet schemes of his own for ameliorating the condition of the Cantonese. One of these is the construction of waterworks for the city, an interesting project, which if carried out might lessen the mortality here.

## THE PLAGUE.

Plague still carries on its ravages. I have not heard of any more deaths among non-Chinese, but now it is reported that the disease is not sparing the wealthier classes, and that in the Viceregal Yamen there have been several deaths.

## THE DRAGON FESTIVAL.

The dragon festival passed off more quietly than usual this year. There seems to have been no disturbance of any importance, which is a rather unusual circumstance, considering the intense rivalry between the crews, and the immense crowds which assemble to view the races.

## THE BARRIERS IN THE PEARL RIVER.

Nothing has as yet been done to the barriers on the Pearl River. The scheme suggested by Captain Tyler, of the Imperial Maritime Customs, is regarded by the Viceroy as too expensive, but this would seem to be a case of false economy, since, after the date stipulated for the removal of the barriers, Shum will be held responsible for any accidents which may occur. His wish is to entrust the operations to private enterprise, and tenders will be received for the removal, but long delay and unsatisfactory work will probably be the result of this. It is to be hoped that Captain Tyler's scheme will be adopted. There is much to be done in the way of improving the channel in both Back and Front reaches, but the cost would be considerable, and it is not likely that anything will be done until the need for improvement becomes imperative.

## THE PLAGUE AT CANTON.

With regard to the prevalence of plague in Canton mentioned by our Canton correspondent we have received from another source the following contribution:—

Plague is prevalent this year in the districts of Honan, Fatsan, Tungkan and Fati to an alarming extent, and practically all those who are attacked die from it. In a recently published medical report it is stated that a preparation of carbolic acid timely administered to plague patients had obtained the best results. The percentage of recovery amongst Europeans has been found to be about 70 per cent., while the recovery in Chinese cases has been some 30 per cent.

With a view to render aid to the people in the infected districts in the vicinity of Canton, Mr. Ho Kom Tong has obtained the assistance of Dr. Jau Hook, of the Tung Wa Hospital, to prepare some 2,000 bottles of the carbolic acid for free distribution to the Chinese in the districts above mentioned. Printed directions for taking the preparation are affixed to each bottle, which can be had at certain appointed places.

## THE WAR.

[JAPANESE OFFICIAL DESPATCHES.]

## JAPAN'S CASUALTY LIST AT TELISSU.

Tokyo, 26th June, 9.50 p.m.

General Oku reports that our casualties at Telissu were 217 killed, including 17 officers, and 946 wounded, including 43 officers.

## THE PORT ARTHUR FIGHT.

FURTHER DETAILS.

SHANGHAI, 27th June, 10.50 a.m.

Admiral Togo, reporting the details of the engagement of the 23rd instant, states that from early morning the *Peresviet*, *Poltava*, *Sevastopol*, *Bayan*, *Pallada*, *Diana*, *Askold* and *Novik* were observed trying to emerge from Port Arthur harbour led by steamers clearing mines. Thereupon, our whole squadron from various directions quickly advanced and concentrated at the position pre-arranged for such an emergency.

At 11 a.m. the *Charvitch*, *Kotkin* and *Pobeda* also appeared.

At 3 p.m. our destroyer and torpedo-boat flotillas, while obstructing the mine-clearing operation, fought and expelled seven Russian destroyers. One of them caught fire and fled into the harbour. The *Novik* approaching, our flotillas returned and joined the fleet. The enemy was seen gradually advancing south-east, then south. Our third detachment tried to entice the enemy southward.

At 6.15 p.m. the enemy came within sight of our first detachment, which had been waiting their approach. Then we manoeuvred, constantly pressing the enemy's front. At 8 p.m. the enemy changed the course to northward, apparently for Port Arthur. At 9.30 p.m. our fourteenth torpedo-boat flotilla made the first attack followed by the fifth destroyer flotilla. Thereupon the enemy hastened in disorder towards Port Arthur, but being unable to enter the harbour, anchored outside at 10.30 p.m. Thereafter till dawn our flotillas attacked them on eight occasions, repeatedly defying the searchlights and firing from the enemy's fleet and forts. The *Shirataka* discharged two torpedoes at a battleship of the *Peresviet* type, which was observed to become enveloped in flames and sink.

The effects of our firing were not distinctly visible, but one battleship of the *Sevastopol* type and two first-class cruisers of the *Diana* type also were seen the next morning to have lost the freedom of navigation.

On the 24th instant till 4 p.m. the enemy gradually entered the harbour, some being towed.

Our damage was slight, as previously reported.

## THE ATTACK ON JAPANESE TRANSPORTS.

NARRATIVES OF SURVIVORS.

The *Kobe Chronicle* of the 18th inst., reporting the disaster to the *Hitachi-maru*, says:—

The various narratives of survivors and reports of officials show that the *Hitachi-maru* and *Sado-maru*, both fine 17-knot steamers, and formerly European liners of the N.Y.K., left Shimonoseki early on Wednesday morning for a destination which we are not at liberty to disclose. The weather was bad, with rough seas and a heavy mist, so that it may be presumed that the chances of escape of the steamers were greatly lessened by the fact that before the Russian squadron was sighted it was already only one or two miles away. The warships announced their purpose by firing three shots across the bows of the *Sado* and *Hitachi*, both of which endeavoured to show a clean pair of heels, and continued on their course at full speed. Escape, however, was impossible, and both vessels soon realised the necessity of shutting down steam in order to remain afloat, for there is little doubt that the vessels could easily have been sunk had they attempted to disregard the fire of the cruisers. As it was the Russians seem to have delivered a shell fire which did considerable destruction. The steamers brought to a stop, were told that the non-combatants, crews, etc., would be allowed to take refuge on the warships, but the troops were given an hour in one case and forty minutes in the other to clear from the vessels. This was no easy matter, for it seems that a high sea was running at the time, and several of the *Hitachi*'s boats were capsized in the attempt to get away. As in the case of the *Kushu-maru*, many of the officers committed *harakiri*, and others shot themselves rather than fall into the hands of the enemy. When the time allowed for escape had expired, a warship approached to within a hundred and sixty yards of the *Hitachi* and deliberately torpedoed her, whereupon she quickly sank, carrying down with her, it is believed, the great majority of those who had left Shimonoseki that morning. The latest reports to hand estimate the number of men belonging to the *Hitachi* who perished at one thousand, and it is

to be feared that the majority of these went down with the ship. Contradictory reports have been received regarding the fate of the *Sado-maru*, but it appears that this vessel did not sink, though she was greatly damaged. A number of refugees have reached various ports, and their accounts show that about a hundred men at the outside belonging to the *Sado* lost their lives. To cap this story of disaster, as two steamers were leaving Shimonoseki Straits on Thursday with the object of extending any help that may be required, they came into collision, the result being that one was sunk. We have been unable to ascertain with certainty the names of foreigners engaged, and, in view of the constant changes, it would be wrong to make what would be little else than a guess. There is no reason to think, however, that they are among those who have perished, as it is most probable they are on the Russian war-ships.

The *Kobe Herald* says:—Sergeant Tadokoro Kamekatsu and thirty-four other survivors of the *Hitachi-maru* related their sad story as follows:—When it became clear that nothing could be done on board, Lieutenant-Colonel Suehi, Commander of the Regiment, ordered his men to burn the regimental flag and all the important letters. The order was promptly obeyed and the flag, which had been held by Ensign Okubo, was burnt together with the important letters. Having ascertained that all these things had been destroyed, Lieutenant-Colonel Suehi committed suicide with pistol, while Mr. Yamagata, commander of a battalion, and Lieutenant Nagao, commander of a company, committed seppuku. Captain Hashimoto, commander of one company, and several other officers, and many belonging to the ship committed suicide—some with pistols and others with swords. Several jumped overboard and tried hard to swim to the shore, some succeeding, while many sank for good and all. In the meantime, the Russians saw the ship still floating, and the *Rossia* came within two hundred metres and fired on us about three hundred shots, bullets falling like heavy rain on and around the ship. Hundreds of men, both on board and in the water, were killed by this volley. Heaps of bodies, red with blood, were piled up on board and scarlet streams were seen in the water, about the ship. The cruelty of the Russians and the deplorable sights on and around the ship were indescribable.

There is no doubt the Russians determined to kill the Japanese to a man. Of seventeen men under Sergeant Tadokoro, eight fell at the same moment, killed by one shot. The sergeant intended to commit suicide, but could not get at his sword as all weapons had been taken away and stored together before the transport sailed. He jumped overboard and was wounded in his ear, but was not killed. He saw Captain Mishima struggling with the waves beside him and called to him, but the captain disappeared in the water and the words "Mo-shikata-gu-ni" (it cannot be helped). The inhumanity of the Russians may be judged from the fact that most of the dead were killed with bullets; very few were drowned. When the engine room was struck, more than two hundred were wounded there and then. Cries of "Banzai" arose here and there on board, and amid such cries the ship went to the bottom with her crew in the Genkai Nada.

"Thanks to Heaven no Japanese was taken prisoner by the Russians. It must especially be remembered that the captain of the ship, Mr. J. Campbell, was standing on the bridge determined to stand by the ship to the last moment, but finally died a brave death with Ota Kobei, his purser, when the ship sank and nothing more could be done."

## FOREIGN OFFICERS ON BOARD THE TRANSPORTS.

Altogether says the *Kobe Chronicle* of the 19th inst., there were at the time of the disaster seven foreign officers on board the two vessels—three on the *Hitachi* and four on the *Sado*. Those on the *Hitachi* were Captain Campbell (in command), Mr. Bishop, Chief Officer; and Mr. Glass, Chief Engineer; and on the *Sado* Captain Anderson (in command), Mr. Dring, Chief Officer; Mr. Kerr, Chief Engineer; and Mr. Carmichael, Second Engineer. We learn by telegram from the Ujima office of the Nippon Yusen Kaisha that of these officers Mr. Kerr is the only one known to be saved. Reports in the vernacular papers lead to the supposition that some have lost their lives, but it may still be hoped that most of the officers were taken on the Russian vessels. From a Sasebo dispatch to the *Asahi*, Captain Anderson, of the *Sado*, has been saved and is well at Okinoshima, while the same journal states that Captain Campbell, of the *Hitachi*, went down with the ship. The message speaks in the highest possible terms of the gallant conduct of Captain Campbell. "He coolly died at his post with the Japanese military officers, and his conduct merits the sympathy of the whole nation. The fact that he placed more value upon his duty than upon his life is truly admirable." The message adds that Captain Campbell served for twenty years as captain of Nippon Yusen Kaisha vessels, and rendered distinguished services to Japan during the Japan-China War. That Captain Campbell would do his duty nobody who has met him would doubt for a moment, but we join with our *Kobe* contemporary in sincerely trusting that the news of his death may prove incorrect. Other dispatches, though not actually announcing the death of the European officers, agree that their behaviour during the disaster was admirable in the extreme, and all that could possibly be expected.

The Panama hat worn by President Roosevelt in 1900 was left in one of the hot springs of Wyoming for several months. The hat, turned to stone, has just been received at Omaha. In its petrified form it weighs about 15 lbs.



## CORRESPONDENCE.

## A STONE-BREAKING NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR, Robinson Road, at the point where the Glenedeny ravine descends, is just now occupied by about twenty coolies breaking stones for the road. There is just space enough between the heaps of stones for a chair to pass, and a perfect hail of chippings rains upon the chair as it proceeds. As I have occasion to pass at least twice a day through this fusillade I should be glad if you or any of your readers will tell me whether, if a person gets his eyesight injured by these chippings, he can claim adequate compensation from the Public Works Department?—Yours.

## PROTEST.

## THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 27th June.

SIR, Not having for a long time been to our beautiful Botanic Gardens, and happening to be near the other afternoon, I went in for a short rest and to enjoy the cool breeze and sweet aroma of the flowers as I was wont to do some years ago. I found the place, particularly the old garden, full of dirt and very scantily dressed Chinese, mostly of the coolie class, who were squatting there enjoying the cool breeze in typical Chinese fashion, viz., no coats on, barefooted, with their legs on the benches. As soon as they saw a Sikh constable come along they put their feet down. I saw also crowds of Chinese women of very doubtful character who seemed to make the place their recreation ground. In short the scenes were such that I left the gardens perfectly disgusted and surprised that such a state of things can be tolerated in a British Colony. If it should be thought that I am in any way exaggerating, I would suggest that one of the two Chinese members of the Legislative Council should visit the gardens one fine afternoon and see for himself. Can nothing be done to remedy this state of affairs? What is obviously wanted is a larger number of Indian or European park-keepers and some permanent restrictions as to the class of people to be admitted. The Botanical Department are aware that of late years the gardens have become crowded by Chinese visitors, and it was deemed advisable to restrict their visits to some extent. The two gardens were accordingly closed once a week during August, September, and October, admission being granted only to those presenting their cards. Why cannot this exclusion from the gardens of the coolie class be made permanent? By so doing the management would find that a good many Europeans would make the gardens their afternoon resort during these hot days, both for scientific and other purposes. They are now really driven from them by these crowds of dirty and evil-smelling Chinese and their still dirtier and abominable habits.—Yours, etc.

## A RESIDENT.

## THE "HAINAN."

The S.S. *Hainan*, as she lies off the Douglas Company's wharf, is an object of much interest to people on the waterfront. Her mission to the North as a Press-boat for the *Times* has not been a success from that journal's point of view. The charter money was, we believe, something like £50 a day, but that did not represent the actual working expenses. It is satisfactory to know, however, that the wireless telegraph apparatus worked without a hitch from first to last. The transmitting pole was erected on the main mast and was connected by wire with an instrument in one of the cabins where the operator sat and received his messages, the other pole being at Weihaiwei. It appears that the distance over which the wireless messages were guaranteed to travel was only 60 miles, but they were successfully transmitted to no less than 180 miles' distance. As has been announced already, both belligerents treated the *Hainan* as though she were a spy, and objected to her presence in the theatre of war, so that what news the correspondents on board were able to get was procured under difficulties. The *Times* representatives were Commander Colquhoun and Captain James, and on the staff were also Captain Tonami (a Japanese), Mr. H. J. Brown, reporter and operator, and Mr. H. A. Hetherington, operator at Weihaiwei. Captain W. C. P. Somers was in command throughout the cruise. The chief officer was Mr. Matton, the second Mr. R. Chin, and third Mr. C. H. Wood. The engineering staff were Mr. A. P. Ramsey, chief; Mr. A. McMillan, second; and Mr. H. A. Duncanson, third.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 26th at 11.35 a.m. Orders were given to hoist the red drum.  
On the 27th at 11.25 a.m. The barometer has risen in the Philippines and fallen in South China and Formosa.  
The typhoon is still raging in the Southern part of the Formosa Channel, moving slowly probably northward.  
Forecast: Moderate W. winds, cloudy, fair.

The largest counsel's fee ever known to be paid for legal work has been paid to Mr. William Cromwell, who has acted as counsel for the French shareholders in the Panama Canal transaction. He had received five per cent. of the purchase money, which makes a total fee of £39,000. A New York correspondent explains that Mr. Cromwell, of course, has been at work on the case for a long time, and the fee is not all profit to him, as he has been at considerable expense in various ways in forming public opinion in favour of the Panama project. The litigation in favour of purchasing the Panama rights has been going on for several years, and Mr. Cromwell has had numerous assistants working in the matter for the start.

## FRONTIER NOTES.

[FROM A CORRESPONDENT.]

## AGRICULTURE.

With another week's strong sunshine the earliest of the first rice crop will be ready for cutting. The rice crop north of Shamshu River is backward compared with most of that growing in the New Territory. Many plots of land on both sides of the frontier have not been planted for want of water. So far this has been a comparatively dry year all over San On, especially on the eastern side. The streams have risen noticeably once only, but there is now however sufficient water to prevent disputes among the villagers regarding the use of irrigating streams. Sugar-cane looks thriving. The plots of hemp look promising, and if a ready market could be found in Hongkong, hemp growing could be made very profitable.

## WASTE LAND.

It is surprising the amount of waste land one comes across in the New Territory—far more so than across the border. Mr. Ho Tang, of Hongkong, I am told, owns quite a number of waste acres in the Hun Yauk sub-district. There is also a vast uncultivated stretch in the Lung Yauk Tan sub-district. The soil is good, and has been cultivated in the past, and why so many rich acres are now allowed to lie waste is a mystery.

## FRUIT.

A "Frontier" correspondent mentioned in your paper the other day that this year liches were very plentiful in this region. I find the reverse to be the case, and the liches are very scarce and dear. The trees blossomed well and gave good promise, but the dry weather—the Chinese say—brought an insect pest which blighted the blossoms and so spoiled the chances of a good crop. These insects are very minute and of a dark colour. Other fruits, such as russet pears, pineapples, and pineapples, promise a fair yield. It is a pity, but the Chinese seem to have entirely lost the art of pruning and grafting their fruit trees. Many of the lichee and guava trees are completely run out, the fruit being three parts seed-stones.

## COTTON GROWING.

I am certainly sanguine of the results should cotton growing be attempted anywhere in San On. On the outskirts of many of the villages I have noticed a species of cotton plant growing which the villagers cultivate for their own use only. This plant grows to about 8 ft. in height with serrated ivy-shaped leaves and has double blossoms, bell shaped, and of two colours, red and yellow. The pods are fairly large and the cotton wool is of very fine quality.

In various parts of San On I have also noticed a sort of cotton tree growing to a great height. In the early summer this tree is a mass of flaming red blossoms not unlike the "King Tree." Afterwards the pods containing the wool fall to the ground, and are eagerly gathered by the villagers.

## SHAMCHUN.

Shamchun city is well worth a visit on market days. Every road leading into the city is crowded with "all sorts and conditions" of people hurrying to and from market. Inside the city gates one finds every street crammed with shouting and gesticulating Chinese and the atmosphere is worse than the proverbial smell of the Manchester Ship Canal mud. In spite of all the noise there is, however, little confusion. Different articles of produce for sale are not jumbled together. Thus, one street is for the sale of poultry only, another for the sale of pigs, another for that of grain, and so on. There is also a street composed of eating houses only, and with the smells appetizing and otherwise. Much haggling goes on, also much good-humoured banter. Europeans are treated respectfully in direct contrast to the rebellious days of '99. The streets are narrow and filthy, but in spite of this there are some really handsome shops. The people seem contented, but many of the better class express a wish for British rule. The Shant's place is a wretched habitation devoid of taste or cleanliness, with the usual frowzy-looking braves lounging around. Shamchun is the hub of San On, a great trade centre, and likely to become greater. The sooner Shamchun becomes British the better for Shamchun and for the welfare of the New Territory.

## DRAGON BOAT FESTIVAL.

The Dragon Boat race was won by the Pingshan crew of fourteen boats that competed. On the day following there was the usual procession up the Shamchun River to Chungpo, where tea-drinking and other forms of festivities were engaged in.

## SUPREME COURT.

Monday, 27th June.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

AN UNDEFENDED SUIT.  
The Hing Lung shop sued Ng Lan Tong for \$2,250.10, being balance due for 13 cases of curries, etc. Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, represented the plaintiff. Defendant was unrepresented.

The plaintiffs in their statement of claim said that they were curio dealers carrying on business at No. 15, d'Aguilar Street. Defendant was compradore to Messrs. Macgregor Brothers and Gow, merchants and shipowners, 4, Des Voeux Road. On 8th July, 1903, an agreement was made between the plaintiffs and the defendant, whereby the plaintiffs undertook to deliver to the defendant when he should so request certain goods for sale on terms, *inter alia*, that upon the expiration of four Chinese months from the date of delivery the defendant should (unless he then

returned such if any of the goods as were unsold) pay to the plaintiffs the price of the goods or any balance of the price then outstanding. The price was agreed at \$3,225. On the 9th September, pursuant to the agreement, the plaintiffs delivered to the defendant at his request and the defendant gave plaintiffs a written memorandum of the agreement. Plaintiffs craved leave to refer to this memorandum at the trial. The said period of four Chinese months expired on 5th January, 1904, but the defendant had not returned such if any of the goods that were unsold and had only paid the defendant \$1,025 of the price, leaving a balance of \$2,250.10 which they now sought to recover.

His Lordship said he understood that the defendant had filed no statement of defence, and consequently, by Section 300 of the Code, was not entitled to be heard in that Court. Plaintiff, he understood, was prepared to give evidence to prove his claim.

Mr. Tsai Hop, the master of the plaintiff ship, went into the witness-box and gave evidence, after hearing which.

His Lordship gave judgment for the plaintiffs.

## POLICE COURT.

Monday, 27th June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## AN AUSTRALIAN "BRONZEN."

An Australian named Ferguson was charged with disorderly behaviour at the Main Hotel. He went there for some dinner and ordered two bottles of beer. While taking dinner he suddenly jumped up from the table, went to the door, and commenced to sharpen a table-knife on the door-step. When reprimanded he said he wanted to kill two Frenchmen. He refused to pay for the dinner.

The man was fined \$10.

## REBURY.

A labourer charged a hawker with causing an obstruction, and with offering him a bribe of 50 cents. The defendant was convicted and fined \$2 on the first count and \$10 on the second.

## ASSAULT.

A labourer charged three Wanchai coal coolies with assault. One man was fined \$2, and the other two were each sentenced to one month's hard labour.

## A FIGHT IN EARNEST.

Two Chinamen were charged with fighting. They quarrelled on the water-front, and while struggling fell into the harbour. The men continued to fight in the shallow water. They were fined \$2 each.

## TRESPASS.

Two Chinamen were charged with entering Wellington Barracks without a permit from the officer commanding the regiment quartered there. They said they wanted to see their brothers, in the employ of the soldiers.

His Worship fined the men \$10 each.

## A GAMBLING DISPUTE.

Two men were charged in connection with a gambling dispute that occurred on the 17th inst. at No. 329, Des Voeux Road West. The quarrel seems to have arisen through one man refusing to pay an alleged debt of a few cents to another man. The latter, it appears, demanded the debtor's coat in lieu of cash. This was also refused and a general scuffle ensued. Two men and one woman were so severely wounded during the fight that they had to be removed to hospital. The woman having been stabbed several times, was in a very precarious condition through loss of blood; while one of the men, who had been stabbed in the chest, was actually breathing through the wound. His dying depositions were taken, but he afterwards recovered.

The case was considerably delayed as the witnesses or defendants as the case happened to be were in hospital.

One defendant, an uninjured man, was fined \$5, and the other, the man who received the least serious wounds, was sentenced to nine months' imprisonment.

## FRAUD.

George John Kee, alias Ng Young Kee, came up from Sydney some weeks ago to Hongkong, and during his stay here has pursued a course of fraud by which many Chinese dealers have suffered loss. He dresses in European fashion. His method was to go to a store and order goods and get a man from the shop to carry them for him to a place that he named; then to obtain possession of the goods and clear out without paying for them. On one occasion the place where he worked out his scheme was the Government Civil Hospital. At the bottom of the hill he told the shopman to await his return till he should get money to pay for the goods. The unsuspecting shopman handed over the bundle and waited patiently for the purchaser's return. But the latter never came. Instead he appears to have gone out by the back entrance and got off safe. In another instance George John chose the Registrar-General's office as a convenient place to perform his fraud, there being in the office a handy back-door which facilitated his purpose. He was at length captured by the police, and when charged by Inspector Gourlay, the Magistrate imposed a sentence of six months' imprisonment with hard labour.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## CUT HIS OWN QUEUE.

An Indian constable charged a Chinaman with hawking without a licence. When he arrested the man the complainant grabbed him by the queue. The hawker happened to have a knife in his hand, so he chopped off the end of his own queue and made an effort to escape. The Indian, however, was too smart, and he again grabbed the man by the hair.

Defendant admitted having hawked without a licence. He was fined \$15 or 14 days' imprisonment.

## THE DECLINE OF DANCING.

It is the privilege of the old to believe and assert that things are going to the dogs, forgetting that if such be in reality the case the generation to which they belong must be responsible for the decadence, since everything demands time for its decline, and by going to the dogs they mean that modern methods and modern behaviour have deteriorated greatly since they were young, and not merely that the decadence has begun. Possibly it may be in some such spirit that the older amongst us bewail the decline of dancing. Dancing, they say, as they watch the youthful couples in a modern ball-room, is not what it was in our day. It has become a romp without grace and without any beauty of motion. Your modern man and your modern girl have no idea of time or rhythm—the modern quick jumping valse has knocked that on the head; if the hand but play a little slowly, they cannot dance, for the step will then demand a medium of real dancing. Still even those who do not as a rule deprecate modern methods must agree that the art of dancing has to a great extent been lost, and that more exercise has taken its place. To those who can still remember the stately minuet of their grand-parents, the deep courtesies of the ladies and the studied bow of the men which, if seemingly affected to us now, yet at that time marked more than anything else the gentleman from the boor; a bow which no upstart could acquire; to those of us who remember these things there is a great deal wanting in the present-day dances. A lack of all that makes dancing the poetry of motion. The old quadrille has gone long ago, being too slow and prim for modern requirements, and with it died the graceful carriage and a fitting deportment. Foreigners say that Englishwomen cannot walk, and one can see what they mean when watching a dance or when a girl has to cross a ball-room. The Lancers, from a perfect dance, has become a meaningless romp. The man drags his partner about, brings her round, nods for a bow, and plays the buffoon whenever possible, without respect for himself or for her, and the last figure of the dance is now a disgrace not only to the name of dancing but to the intellect of the age. The inside and outside dancing necessary in this figure in a set of eight couples is given up, because, forsooth, it is too intricate and too difficult, and an impossibility to attempt to make an all outside chain fit to music set for a short chain. The result is ghastly, as no time can be kept and the prettiest figure of the most graceful of all square dances ends in a hopeless jumble and a clownish romp.

It is the same with the round dances. The old *trois temps* valse with the low courtesy at the third step and the polka mazurka gave place to the graceful slow valse of twenty years ago, and although the valse is the only dance left which has any pretension to grace, yet the quick time to which it is now danced allows at least one half of the performers to forget the dancing in the search after exercise. The introduction of the *pas de quatre* was well meant, but the day of dancing was over and it was beyond the powers of the day, so it became the barn-dance and degenerated into a grotesque walk with a stiff high kick; not one woman in thirty could dance it and not one man in a hundred. So by quickening the time they made it a romp and it was voted too hot for practice and so perished. The *Washington Post* was a real dance requiring skill and a knowledge of movement with a complete control over the body and its balance; to expect this from many was to expect too much, and only a few could ever dance it, and the rest who attempted it made it ridiculous and so killed it.

Modern dance music has suffered from the lack of grace displayed and the new valse times have none of the go and the catch that was so distinctive a feature in the days of the old slow valse. Hardly one of them has that ring in it which makes a dancer feel that he must dance, and in many the object seems to have been forgotten in the desire for a more classical style of composition. It would be a pity if even in these days of female athletes jumping should take the place of dancing, and running that of walking. To see the ladies well and gracefully danced again is the wish of many, and a reaction may set in, or something awoken women again to the fact that nothing is so attractive or fascinating as the rhythmic movement of the body in a true dance with the quietness and ease which comes from a perfect balance of body, the reflection of a well-balanced mind. If this be the case we may hope also that in time there may be a return among the men to that true chivalry which would detest the idea of placing any woman in a ridiculous position, or of treating her with any appearance of discourtesy.—*Rangoon Gazette.*

## A BRITISH MINING CONCESSION IN ANHUI.

Sir John Lister Kaye, after four years' work in the province of Anhui, has secured for the London and China Syndicate the Imperial sanction to the Anhui Mining Concession; the final contract was signed in Peking on the 3th June, and the mining licence was issued on the 11th June; all therefore is complete, and it is the intention of the syndicate to commence work without delay.

During the preliminary stages, the *N.C. Daily News* says, considerable development work was carried out by the prospecting mining engineers of the London and China Syndicate, and finally the Syndicate made arrangements with Messrs. J. & P. Higson of Manchester, the eminent firm of mining engineers, that they should send out to China their Mr. Ben Rhodes, in order that he should make an expert examination and report on the concession. Mr. Rhodes arrived in China in October last, and proceeded to Anhui to carefully examine the property.

On the 2nd December last he sent a cable to Messrs. Higson of Manchester, in which Mr. Rhodes uses the following words:—"Tungling deposit iron ore; estimated amount of ore in sight 5,500,000, possibly not in sight 3,500,000."

This valuable concession comprises fifty square miles or 32,000 acres, and the main mineral deposit is situated about three miles from the Yangtze River, not many miles above Wuhu, therefore about 250 miles up the Yangtze River from Shanghai.

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Hongkong, 10th March, 1904.

## REFORMERS PARDONED.

The following translation of an Imperial decree appears in the *N.C. Daily News*:—  
The present year being the seventieth anniversary of my birth, I, the Empress Dowager of China, in consideration thereof have already bestowed upon my subjects many acts of Imperial grace as a mark of my bounty. My thoughts being directed towards those who have offended against the laws of the Empire I now desire to bestow upon such also a mark of the Imperial mercy on this auspicious occasion of my life, and therefore hereby command that, with the exception of the rebels Kang Yu-wei, Liang Chi-chao and Sun Wen (Dr. Sun Yat-sen), who have organised societies hostile to the dynasty, and whose crimes are of such magnitude that they do not deserve any pardon or clemency at my hands; it is my desire that all others who were implicated in 1895 (during the Emperor Kuang Hui's attempt at reform) shall be participants of the Imperial mercy, and receive my pardon for their past deeds and be given the opportunity to reform their conduct. All who have therefore been cashiered or to be hereby restored to their original official rank and titles, while those who are in hiding because of their proscription, or placed under official surveillance in their native places, or are languishing in prison, are commanded to be forthwith released and given their liberty. Such persons who have incurred the Imperial displeasure or offended the laws of the Empire previous to 1895 are also to be pardoned as a mark of extra Imperial clemency on this auspicious occasion. The Boards concerned and the Viceroy and Governors of provinces are to investigate those matters in obedience to my decree and report to me without delay.

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The P. & O. steamer *Chusan* left Singapore for this port on the 25th inst., at 5 p.m., with the outward English mails, and is due here on the 30th inst., at about 8 a.m.

The I.G.M. steamer *Seydlitz* left Kobe via Nagasaki, Shanghai and Foochow on the 27th inst., and may be expected here on the 5th prox., p.m.

The I.G.M. steamer *Prinz Regent Luitpold* left Colombo on Saturday, the 25th inst., p.m., and may be expected here on Wednesday, the 6th prox.

The C.P.R. steamer *Empress of India* arrived at Shanghai at 9 p.m. on Friday, the 24th inst., and left again at 7 p.m. on Saturday for Nagasaki, where she was due to arrive at 8 a.m. yesterday, the 27th inst.

The C.P.R. steamer *Empress of Japan* arrived at Yokohama at 8 a.m. on Monday, the 27th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on Tuesday, the 28th inst.

The C.P.R. steamer *Athenia* arrived at Kobe at 8 p.m. on Saturday, the 25th inst., and left again at 5 p.m. on Sunday via Nagasaki for Shanghai, where she is due to arrive at 8 a.m. on Thursday, the 30th inst.

## WEATHER AT SEA.

The *Attaka*, from Amoy, reports threatening weather and high E. ty sea.

The *Socotra* from Singapore reports S.W. to W. ly moderate to fresh winds and fine. Favourable currents.

The *Waihora*, from Hoilao, reports that on leaving port on the 26th inst. the barometer was rather low. Shortly before midnight the wind and sea began to rise, but nothing of note occurred during the passage.

## MISCELLANEOUS.

The S.S. *Undaunted* arrived from Cardiff yesterday with 3,900 tons of coal.

The *Messageries Maritimes* s.s. *Himalaya* arrived from the North yesterday.

The U.S. torpedo-boat destroyers *Bainbridge*, *Dale*, *Deatur* and *Barry* left Hongkong for Mrs. Bay yesterday. The *Chamarcy* is still in port. These vessels seem to be constantly breaking down.

The P. & O. freighter *Socotra* arrived yesterday. She reports having passed the *Anape* in Lat. 16.48 N., Lon. 113.20 E.; and the *Ceylon* in Lat. 17.30 N., Lon. 113.25 E.

## THE LOSS OF THE "HAESHIN."

The following telegram was received in Shanghai on the 19th inst. from Captain Lowe, of the C.M. steamer *Haeshin*:—"Haeshin" total wreck about five miles north-west of Tse Island. Mate and second mate with one lifeboat have gone Foochow direction. Engineers with me. All hands safe so far as known. Left sixty men on the island. Arrived here (Wenchow) 8 a.m. Have wired Foochow.—Lowe."

## THE N.D.L.

The N. D. L. Company have decided to withdraw some of their steamers from the Suez-Colombo route and from the end of July will send them to Australia by the Cape route. The voyage according to *Fairplay* will be lengthened from 35 days—which is the period now occupied from Antwerp to Australia—to 52 days.

TRADE MARK.

TELEPHONE No. 131.

HAVE YOU TRIED

## "YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

## PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## THE ROBINSON PIANO Co. LD.

## UPRIGHT IRON GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDENT ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

PRICES \$400: Upwards.

## BABY GRANDS

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February 9410



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, Daily Press only, and special business matters to the MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-MORROW (WEDNESDAY), the 29th JUNE, 1904, at 11 a.m., at their SALES ROOMS, Ice House Street, SUNDRY HOUSEHOLD FURNITURE, comprising:— MARBLE-TOP SIDEBOARD with BEVELLED GLASS, TEAKWOOD OVERMOUNTED, DINNER WAGON, IRON BEDSTEADS, &c., &c.; Also A Quantity of ENAMELLED WARE, EUROPEAN BOOTS AND SHOES, ONE SODA WATER MACHINE and One COTTAGE PIANO. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. [1587] Hongkong, 28th June, 1904.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SOCOTRA" FROM ANTWERP LONDON, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex *S. Catalina*. Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY, the 27th inst. Goods not cleared by the 4th July, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 27th June, 1904.

## NOTICES OF FIRMS

## NOTICE.

## COKE AND TAR.

THE HONGKONG & CHINA GAS CO. beg to notify the public that Messrs. KUNG HING & CO., 47, Des Voeux Road, West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents direct. GEORGE CURRY, Local Secretary. Hongkong, 8th June, 1904. [144] NOTICE OF PURCHASE OF BUSINESS.

WE, the Undersigned, beg to notify that the Business of the YUE LOONG, Confectioners, at No. 7, Sai On Lane, Shek Tong Tsui, together with its branch establishment the YUE LOONG CHAN, at Yee Wo Street, Canton, have been sold by its Former Proprietors to the Undersigned, including the goodwill, trade mark, credits, deposits, all furniture, and stock-in-trade of the Firm. All expenses, all claims for goods sold, all cash receipts and payments after 1st February, 1904, are due to or payable by the new proprietors. On the 10th June, and the undersigned are allowed to continue to use the name YUE LOONG as the name of the Firm and the Peacock Mark as their Trade Mark. The interest and responsibility of the Former Proprietors ceased on the above date, and this announcement is made to prevent future disputes. HUNG TAK TONG, LI LAI MING. Hongkong, 16th June, 1904. [1509] NOTICE.

WE, the Undersigned, beg to notify that Mr. WAT CHUNG SHING, lately employed as Salesman in the YUE LOONG, Confectioners, of No. 7, Sai On Lane, West Point, has no connection with the Firm. Hereafter contracts for goods ordered will be endorsed by the Firm, in proof of their acceptance of liability. HUNG TAK TONG, LI LAI MING, New Proprietors of the Yue Loong. Hongkong, 16th June, 1904. [1510]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADER REPORT is now ready and contains:— Leading Articles— Admiral Skrydlov's Sally. Historic Parallels for Russia. Opium in China. Li-Hung-Chang. The Clock Tower and Blake Pier. The Opening of Waichow. Hongkong Jottings. The Week's War News. Dragon Boat Festival. Festival at Macao. Report on Botanical and Afforestation Department.

Supreme Court—Hospital Account. Monetary Conditions in the Orient. The Emigration Convention. Honours for Customs Officials. Consular Reports—Hohhot. New Railway Route to China. Military Affairs. Reviews. Hongkong and Port News. Commercial. Subscription, \$12 per Annum, payable in advance postage, \$2 cents each, Cash. Extra copies sent from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash. Hongkong, 25th June, 1904.

## INTIMATIONS

## WANTED.

FOR a Married Lady, a FURNISHED ROOM, with BOARD, in a Private Family. Please apply— G. C. Care of Daily Press Office. Hongkong, 22nd June, 1904. [1555]

## WANTED.

A EUROPEAN NURSE for a Girl of four years. Apply by letter to— Mrs. SWAN, 1, Gomes Villa, Kowloon. Hongkong, 24th June, 1904. [1564]

## NOTICE.

WE have This Day REMOVED our OFFICES to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor, EAST ASIATIC TRADING CO. Hongkong, 27th June, 1904. [1578]

## NOTICE.

ROYAL SWEDISH AND NORWEGIAN VICE CONSULATE.

THE OFFICES of the above Consulate have This Day been REMOVED to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor. HERMANN PAULI, Deputy Vice Consul for Sweden and Norway. Hongkong, 27th June, 1904. [1579]

## NOTICE.

IT IS HEREBY NOTIFIED that on and after MONDAY, the 27th instant, ARSENAL STREET will be CLOSED to WHEELED TRAFFIC during the construction of the ELECTRIC TRAMWAYS in, and the improvement of the Southern end of that Street. P. N. H. JONES, Director of Public Works. Public Works Department. Hongkong, 24th June, 1904. [1573]

## NOTICE.

TO the OWNERS OF DOMESTIC BUILDINGS. TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria occupied by members of more than one family must be CLEANSED and LIME-WASHED by the owner during the months of May and June, and further take notice that a Notice that such Cleansing and Lime-washing HAS BEEN COMPLETED shall be sent to the Secretary of the Board within 3 days after date of completion. N.B.—The Western Division of the City lies to the West of Tank Lane and Cleverly Street. Dated this 17th day of June, 1904. THOS. A. HANMER, Secretary. [1521]

SANITARY BOARD OFFICE. Hongkong.

THE AMERICAN SYSTEM OF DENTISTRY. DR. M. H. CHAUN, 37, Des Voeux Road Central, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [154]

NOTICE TO KOWLOON RESIDENTS. EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTON'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1903.

FOR SALE. ONE ICE-MAKING MACHINE with GAS ENGINE complete. For full particulars, apply to— HUGHES & HOUGH, 8, Des Voeux Road. Hongkong, 27th June, 1904. [1577]

FOR SALE. TEAKWOOD STEAM LAUNCH in Good Working Order and condition. Length 36 feet. Breadth 7 feet. Depth 3 feet 6 inches. Engine, Compound Outboard, Condensing. Price \$3,250. Apply to— X. Care of Daily Press Office. Hongkong, 31st May, 1904. [1374]

ON SALE AT THE BIBLE, BOOK AND TRACT DEPOT. 6, D'AGUIAR STREET.

NEW STORY BOOKS for Boys and Girls. An Extensive Assortment of Picture Books for Children. Cheap Revised Bibles and New Testaments. Century Bibles and New Testaments. A Highly Finished Map of Central and Southern Manchuria by Mr. R. T. Tarley, F.R.G.S. Hongkong, 23rd June, 1904. [1559]

TO PHILATELISTS. FOR SALE, a large variety of Chinese, all issues, Chinese Locals, Shanghai, Hongkong, Indian Native States, Borneo, &c., &c., including many of the old and rare issues. Selections sent on approval. Prices extremely low. Apply— Care of Daily Press Office. Hongkong, 14th June, 1904. [1465]

FOR SALE. NOS. 1, 2 or 3, STEWART TERRACE. THE PEAK. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 21st May, 1904. [129]

## TO LET.

## TO LET.

THREE FIRST-CLASS SHOPS. European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. A HOUSE To Let in Kowloon, with possession 1st July, 1904. Apply to— HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 21st June, 1904. [915]

TO LET. Immediate Possession—for 18 months. "EIGHTOR," the PEAK. Apply to— JEBSEN & CO. Hongkong, 27th April, 1904. [1107]

TO LET. 3RD FLOOR, suitable for Office. Apply to— WING CHEONG, 35, Queen's Road Central. Hongkong, 3rd June, 1904. [74]

FURNISHED QUARTERS in Wyndham Street, for a quiet bachelor. \$50. Apply to— S. Care of Daily Press Office. Hongkong, 31st May, 1904. [1372]

HONGKONG CLUB. TO LET. A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE, Secretary. Hongkong, 4th June, 1904. [1417]

TO LET. NO. 1, STEWART TERRACE, the PEAK. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 28th March, 1904. [865]

TO LET. LARGE AIRY ROOMS, suitable for Offices, in Des Voeux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904. For Terms, apply to— A. G. I. S. Care of Daily Press Office. Hongkong, 28th April, 1904. [1119]

TO LET. TWO ROOMS, on the First Floor of Alexandra Buildings. Apply to— SECRETARY, A. S. WATSON & CO., Limited. Hongkong, 17th June, 1904. [1515]

TO LET. 2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office. Apply to— WING CHEONG, 35, Queen's Road Central. Hongkong, 3rd November, 1903. [74]

TO LET. NO. 11, MOSQUE JUNCTION. Full View of Harbour. OFFICES, CENTRAL POSITION. And others to suit various requirements. S. A. SETH, Land and Estate Broker. The Dairy Farm Co., LD. Hongkong, 17th June, 1904. [73]

TO LET. WAVERLEY HOTEL, No. 8, ICE HOUSE STREET. THE EYRIE (PEAK). BELLIOS TERRACE, Nos. 10, 12 & 21, QUEEN'S ROAD CENTRAL, TWO ROOMS, over Achue & Co. No. 3, SEYMOUR TERRACE (Furnished). "BANGOUR" (PEAK) from 1st August. Apply to— LINSTED & DAVIS. Hongkong, 15th June, 1904. [1429]

TO LET. NO. 1, RIPON TERRACE (in FLATS). No. 4, RIPON TERRACE. No. 17, WONG-NEI-CHONG ROAD facing Race-course. FLATS in MORTON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE). GODOWNS; PRAYA EAST. No. 1, CLIFTON GARDENS. Conduit Road. OFFICES in No. 16, DES VOEUX ROAD, Central. "FAIRVIEW" No. 4, Kowloon. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 29th June, 1904. [75]

TO LET. A SUITE of THREE LARGE ROOMS, on 1st Floor Connaught House Hotel, suitable for Offices, also Stalls in the corridor of same Hotel. For full particulars, apply to— THE MANAGER, Connaught House Hotel. Hongkong, 14th June, 1904. [1484]

TO LET. GODOWN, No. 32a, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD. No. 74, CAINE ROAD. Apply to— COMPTON DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 5th March, 1904. [149]

TO LET. LARGE AIRY ROOMS in Offices Building in British Concession, Canton. For particulars, apply to— P. O. BOX 22. Care of Daily Press Office. Hongkong, 17th June, 1904. [1507]

## TO LET.

## TO LET.

1ST and 2ND FLOORS, No. 31, QUEEN'S ROAD CENTRAL, suitable for Office. Apply to— THE YEE WO, Nos. 49 & 51, Queen's Road Central. Hongkong, 23rd May, 1904. [1311]

TO LET. IN Kowloon, TWO ROOMS, with Bathroom. Cool and healthy locality. Apply to— X. T. Care of Daily Press Office. Hongkong, 24th June, 1904. [1565]

TO LET. NO. 5, UPPER MOSQUE TERRACE. Possession from 1st July. Apply to— ROZARIO & CO., No. 47, Wyndham Street. Hongkong, 22nd June, 1904. [1556]

TO LET. THE premises known as Alexandra House No. 34, QUEEN'S ROAD CENTRAL, 2ND FLOOR, suitable for Private Hotel or Offices. Also Large and Spacious Offices on the 1st Floor of same address. YEE SANG FAT, opposite to Post Office. Hongkong, 4th June, 1904. [1416]

BOARD AND RESIDENCE. MRS. GILLANDERS "GLENNWOOD," 27, CAINE ROAD. Hongkong, 19th March, 1904. [78]

BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply to— MANAGERESS, Macdonnell Road or FAIRALL & CO., Queen's Road. Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE. COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill. Hongkong, 1st January, 1892.

AUCTION. PUBLIC AUCTION. THE Undersigned has received instructions to sell by Public Auction, the 28th JUNE, 1904, at 2.30 p.m., at his SALES ROOMS, Queen's Road, TO-DAY (TUESDAY), SUNDRY HOUSEHOLD FURNITURE, CROCKERY, GLASS and FLATED WARE, SEWING MACHINES, ONE LARGE ICE CHEST, COOKING STOVES and IRON SAFES, Also AN INVOICE OF MATTING, &c., &c., &c. TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 27th June, 1904. [1581]

REGULAR MEETING of ZETLAND LODGE No. 525, E.C. LODGE will be held at the FREEMASONS' HALL on FRIDAY, the 1st JULY, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th June, 1904. [1566]

NOTICE TO SHIPPERS. THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C. and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO. For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager. Hongkong, 20th May, 1904. [1299]

CARTRIDGES. IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH. ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 88SG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO. Hongkong 28th November, 1902. AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E. REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Modest charges. Work solicited. J. D. EDWARDS, Manager. Amoy, 3rd December, 1903. 1450

SI ENTING. SURGEON DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903. 9

MAIL TABLES FOR 1904. Mounted on Card ... 30 cents Paper ... 20 cents On Sale at the Daily Press Office. Hongkong 5th March, 1904

## BANKS

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895. SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000 PAID-UP CAPITAL ... 2,500,000 HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES. Canton, Chefoo, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS. At 2% per annum on Current Account daily balances. 3% per annum on Fixed Deposits for 3 months. 4% " " " 6 " " " 5% " " " 12 " " " H. C. MARSHALL, Acting Manager. Hongkong, 17th May, 1904. [23]

YOKOHAMA SPECIE BANK LIMITED. (ESTABLISHED 1850.) CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP ... 18,000,000 CAPITAL UNPAID ... 6,000,000 RESERVE FUND ... 9,320,000 HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES. Tokyo, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Peking.

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per annum. " " " 6 " " " 4% " " " 3 " " " 3% " " " TARO HODSUMI, Manager. Hongkong, 11th March, 1904. [27]

THE NATIONAL BANK OF CHINA LIMITED. AUTHORIZED CAPITAL ... 21,000,000 PAID-UP CAPITAL ... 2,324,374 HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS. CHAN KIT SHAN, Esq., J. ROCKE, Esq., CHEAST EWENS, Esq., G. C. MOXON, Esq., Chief Manager, GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed ... 5%. Hongkong, 4th February, 1904. [174] HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 1st May, 1902. [20]

HONGKONG & SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL ... \$10,000,000 RESERVE FUND ... \$10,000,000 SINKING RESERVE ... \$10,000,000 RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COURT OF DIRECTORS. A. J. RAYMOND, Esq.—Chairman. H. E. TOMKINS, Esq.—Deputy Chairman. E. Goetz, Esq., N. A. SIEBS, Esq., Hon. W. J. GROSSON, Esq., H. W. SHAW, Esq., A. HAMP, Esq., H. SCHUBERT, Esq., E. S. WHEELER, Esq.

CHIEF MANAGER: HONGKONG—J. R. M. SMITH. MANAGER: SHANGHAI—H. M. BRVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per Cent. per annum on the daily balance. On Fixed Deposits. For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum. J. R. M. SMITH, Chief Manager. Hongkong, 13th May, 1904. [19]

DEUTSCH-ASIATISCHE BANK. PAID-UP CAPITAL ... Sh. Tael 5,000,000 HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS BEELIN.

BRANCHES: Berlin, Tientsin, Hankow, Calcutta, Tientsin (Kiautschow).

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BEELIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. FIGGE, Manager. Hongkong, 4th October, 1902. [2]

HONGKONG BRANCH. TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCE'S BUILDINGS ARE BEING BUILT, VICTORIA HOTEL BUILDINGS, Ice House Street. Hongkong, 14th July, 1903. [21]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £200,000 RESERVE LIABILITY OF SHAREHOLDERS ... £200,000 RESERVE FUND ... £200,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. " " " 6 " " " 3 " " " 3 " " " T. P. O'CHANE, Manager. Hongkong, 19th May, 1904. [97]

## BANKS

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL ... £1,500,000 SUBSCRIBED ... 1,125,000 PAID-UP ... 562,500 RESERVE FUND ... 80,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. per annum on the Daily balance. On Fixed Deposits:— For 12 months ... 4% " " " 6 " " " 3% " " " 3 " " " EVAN ARMISTON, Manager. Hongkong, 23rd May, 1903. [92]

THE BANK OF TAIWAN (FORMOSA) LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.) AUTHORIZED CAPITAL ... Yen 5,000,000 PAID-UP CAPITAL ... 2,500,000 HEAD OFFICE: TAIPEI, FORMOSA. HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street). BRANCHES: AMOY, KOBE, TAINAN.

HONGKONG—INTEREST ALLOWED. On current account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per annum. " " " 6 " " " 4% " " " 3 " " " S. SHIGEMURA, Manager. Hongkong, 2nd February, 1903. [1165]

INTERNATIONAL BANKING CORPORATION. Capital, Surplus and Undivided Profits, Gold \$7,392,173.37—about £1,640,000. Capital and Surplus authorized, Gold \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK. LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

Branches at SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, and Agents all over the World.

LONDON and Continental Bankers: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. UNION OF LONDON AND SMITH'S BANK, LIMITED. CREDIT LYONNAIS, DR. JONER BANK. COMPTON NATIONAL D'ESCOMPTE DE PARIS, &c.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH. 20, DES VOEUX ROAD CENTRAL. CHARLES R. SCOTT, Manager. Hongkong, 15th December 1903. [108]

RUSSO-CHINESE BANK. ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

CAPITAL ... Roubles 15,000,000 CAPITAL contributed by CHINESE GOVERNMENT, 5,000,000 Kouping Tael. (EQUIVALENT TO ... £2,150,000 Stg.)

RESERVE FUND ... Roubles 2,000,000 SPECIAL RESERVES ... Roubles 1,700,000

HEAD OFFICE—ST. PETERSBURG. BRANCHES AND AGENCIES. Andijan, Khabarovsk, Port Arthur, Balaou, Kholmsk, Samarkand, Blagovestchensk, Kichinda, Shanghai, Bodaibo, Kirin, Stretensk, Bunkhara, Kobe, Tientsin, Biak, Krasnodarsk, Kwantchen, Chafoo, Kwantchen, Thougoutchek, Moscow, Tielin, Hakhodate, Nagasaki, Taitaikar, Hankow, Newchwang, Verchneoudinsk, Harbin, Niouclajeffek, Verly, Hongkong, Oulastai, Vladivostok, Irykoutska, Ourga, Yokohama, Kalgan, Paris, Zeiskain, Pristan, Kashgar, Peking.

BANKERS. LONDON—Glyn, Mills, Currie & Co. PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas. BERLIN—Mendelssohn & Co. HAMBURG—M. M. Warburg & Co. VIENNA—K. E. Priv. Oesterr. Credit Anstalt fur Handel, Gewerbe. AMSTERDAM—Lippmann, Rosenthal & Co.

Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities of the world bought and sold.

HONGKONG BRANCH. TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCE'S BUILDINGS ARE BEING BUILT, VICTORIA HOTEL BUILDINGS, Ice House Street. Hongkong, 14th July, 1903. [21]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £200,000 RESERVE LIABILITY OF SHAREHOLDERS ... £200,000 RESERVE FUND ... £200,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. " " " 6 " " " 3 " " " 3 " " " T. P. O'CHANE, Manager. Hongkong, 19th May, 1904. [97]



## INTIMATIONS

THE EASTERN EXTENSION AUSTRIA-  
LASIA AND CHINA TELEGRAPH  
COMPANY, LIMITED.

REFERRING to the notice of 28th March last, the senders of telegrams are hereby advised that from the 1st July next, the charges for telegrams will continue to be collected at the rate of FORTY-FIVE CENTS to equal One Franc, such rate being subject to revision after three months.

J. M. BECK,  
Superintendent.  
Hongkong, 22nd June, 1904. [1543]

A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$800,000, divided into 80,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000, divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandria Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [1546]

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the General Managers of this Company to issue to the Russo-Chinese Bank of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the statement that the original certificates, viz:—

Scrip No. 69 Nos. 17826, 17850 ..... 25 Shares in the name of George Hutton Potts.

Scrip No. 379 Nos. 36380, 36429 ..... 50 Shares in the name of Catchick Paul Chater.

Scrip No. 380 Nos. 36430, 36479 ..... 50 Shares in the name of Catchick Paul Chater.

Scrip No. 550 Nos. 41750, 41783 ..... 25 Shares in the name of George Hutton Potts.

Scrip No. 879 Nos. 54, 15475 ..... 50 Shares in the name of Solomon Sassoon Benjamin.

200 Shares have been lost or destroyed. Notice is hereby given that if within thirty days from the First June instant, no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATTHEWSON & CO.,  
General Managers.  
Hongkong, 10th June, 1904. [1469]SHAMHEEN (Canton) MUNICIPAL LOAN  
1904.

\$15,000 in 150 Debentures of \$100 each, bearing interest at 6 per cent, payable half-yearly. The Debentures are redeemable at earliest in 3, at latest in 10 years.

Applications for allotment may be made to THE HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, or to

C. LAURENTZ,  
Hon. Treasurer, Canton.  
Hongkong, 24th June, 1904. [1567]

WEI CHEETOO &amp; CO.

IMPORTERS, EXPORTERS  
AND  
GENERAL COMMISSION AGENTS.SPECIALITY: HUMAN HAIR,  
No. 12, Pottinger Street, Hongkong.Agencies:—  
CHEE CHEONG, Dealer in Human Hair.  
SHUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YEK, Fire Cracker Factory.  
Hongkong, 1st June, 1904. [1387]BUDWEISER  
BEEREXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.LEADS IN QUANTITY AND  
QUALITYTHE LARGEST BREWERY  
IN THE WORLD.This Beer is brewed of best Saazer Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.The Beer is sterilized after being bottled, and  
full mature age insures its fine condition in any  
climate. Beautifully bright, seductively sparkling,  
and perfectly pure.F. BLACKHEAD & CO.,  
Sole Agents.  
Hongkong 25th July, 1903. 41F. BLACKHEAD & CO.,  
Sole Agents.  
Hongkong 25th July, 1903. 41F. BLACKHEAD & CO.,  
Sole Agents.  
Hongkong 25th July, 1903. 41F. BLACKHEAD & CO.,  
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Hongkong 25th July, 1903. 41

## INTIMATIONS

A SANE STOMACH.

ITS IMPORTANCE TO THE BRAIN.

Some time ago a discussion was carried on in one of the leading London papers as to whether we eat too much, and one writer made the forceful remark that "A sane mind is more dependent on a sane stomach than may seem at first sight."

There is so much truth in the remark that one feels compelled to pause for a moment and consider the assertion.

The writer did not mean that injudicious or over-eating caused insanity, but he undoubtedly meant that when we put food into the stomach that did not agree with it, there were produced those disorders such as Indigestion, Constipation, Headaches, and kindred ailments, which affect the brain and cause irritability, nervousness and inability to concentrate the mind upon a business or social problem long enough to properly solve the vexed question.

A sane stomach means all the machinery of the human system working with that clock-like precision of a mechanical engine. That means perfect health.

The best regulator for the stomach is Abbey's Effervescent Salt. It makes an insane stomach sane, it makes a disordered stomach healthy, it drives away those diseases caused by the irregularity of the action of the stomach; and all this means a clear brain to grapple with life's problem, a bright eye, an elastic step, and reserved energy for an emergency.

Without question, Abbey's Salt is the remedy to use. Its superiority to other salines is like that of the present express train over the travelling coach of a century ago; it is the only up-to-date, 20th century saline in existence. If you try a bottle you will demonstrate to your own satisfaction the truth of this assertion.

Remember, Abbey's Salt will make the stomach sane, the bowels regular, and the blood pure. As a pleasant, cooling, invigorating drink it is unsurpassed. When in need be sure to buy Abbey's Salt.

Sold in two sizes by all Chemists or Stores, and by WATKINS, LTD., and A. S. WATSON & Co., Ltd., Hongkong. [1440-7]

THE  
CHINA AND JAPAN  
TELEPHONE AND ELECTRIC  
COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

\$25 per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for line of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES:

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL

INSTALLATIONS.

Estimates given for all kinds of Electrical work

Address:—No. 2, ICE HOUSE ROAD.

W. STUART HARRISON, A.M.I.C.E.,

Manager.

Hongkong, 16th April, 1904. [24]

CARBOLINUM-AVENARIUS

USED FOR OVER 25 YEARS.

IN CASES OF ABOUT  
400 LBS. NETIN TINS OF 45 LBS.  
NETThoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus,  
Rot, and Dampness.LUTGENS, EINSTAMANN & CO.,  
Sole Agents for China.

Hongkong, 1st July, 1902. 250

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Sole Agents for China.

Hongkong, 1st July, 1902. 250

## AUSTRALIAN NAVIGATION.

A BILL TO HAMPER SHIPPING.

The Commonwealth Government has made another concession, in the shape of the Federal Navigation Bill, to the Australian Labour Party, writes the *Globe's* Sydney correspondent. It is a measure which, if carried, will not only seriously handicap Australian overseas trade, but also exercise an adverse influence on Australian shipments of produce by raising the cost of freight and other expenses. For several years past the various Australian Seamen's Unions have been endeavouring to obtain a finger in the control of Australian maritime affairs, and to obtain State control of rates of wages, labour conditions, etc., in which they were partially successful, as regards Australian-owned vessels. But with the establishment of the Commonwealth the various unions became merged in the Federated Seamen's Union of Australia, the secretary of which is a member of the Federal Senate, and determined to have Australian maritime business conducted on Union lines. Thus it was that Mr. Kingston, who is an ardent believer in the views of the Labour Party, while acting as Federal Minister for Trade and Customs, undertook the preparation of a measure embodying the views of the unionist seamen, which were also tacitly endorsed by several of the leading Australian shipping companies anxious to secure a monopoly of the Australian coastal trade, although it is more than probable that the latter will find themselves, when too late, hoist with their own petard.

The measure is regarded as a complement to the Federal Arbitration and Conciliation Bill, the two, if accepted by the Commonwealth Parliament, practically placing the control of Australian maritime affairs in the hands of the Seamen's Federated Union of Australia. Several parts of the Bill, such as those relating to the prevention of crimping, are of an unexceptional character, providing a remedy for a disgraceful state of affairs at several of the leading Commonwealth ports, which should have been provided long ago, but the great objectionable feature of the measure consists in the power given to the proposed Federal Arbitration and Conciliation Court to apply the common rule to overseas shipping, both British and foreign, engaging in the coastal trade. So many restrictions would have become placed upon British and foreign vessels so engaged as to outweigh any advantages contained by continuing in it. Owners of vessels not under the British flag will be required to sign a somewhat elaborate form of agreement engaging to pay Australian rates of wages while in Australian waters; also to comply with all labour conditions framed under the Act and the complementary one, the penalty for each breach of agreement being fixed at £500. In the case of British ships no special guarantee will be required. The foregoing conditions are regarded by the unionist seamen as a kind of fulcrum for obtaining concessions at present deemed impossible. Thus, if the Bill passes an endeavour will be made to obtain an increase of from 30 to 50 per cent. on the wages of seamen employed on Australian vessels, the augmented rates having to be paid also by all overseas vessels trading to more than one Australian port. Then the condition of labour would be made to include the working day of eight hours, abolition of work on Sundays and public and trade holidays, and prohibition of crews taking part in loading and unloading cargo.

But this is not all; one of the clauses of the Bill prescribing matters relating to the inspection and testing of machinery and appliances for loading and unloading of ships; prevention of the use of defective machinery, and appliances for the same; protection of health and security from injury of persons engaged in loading or unloading cargo; and the safety of persons going on and coming from ships when alongside wharves or piers. The enforcement of the various regulations will necessitate the appointment of a large number of inspectors, and the Federal Arbitration and Conciliation Court will find the whole of its time occupied with investigating alleged breaches of the Act, which, if passed, will give the finishing touches to a policy evidently intended to secure the exclusion, wholly or in part, of overseas ships from Australian waters.

At present British and other overseas ships must pay customs duties on all goods consumed between Australian ports, and mail contracts will only be entered into with ships excluding coloured labour, even though it be that of British subjects. Under the additional legislation the vessels thus handicapped will be excluded from the coastal trade unless they upset their contracts with their crews, and place them under Australian laws from the first port of call in the Commonwealth. Very few outside the Labour ranks venture to assume that the overseas shipping companies will care to accept the proposed conditions. What is generally feared is that they will make Adelaide the only Australian port of call, and Wellington or Port Lyttelton, in New Zealand, their terminal port. It is regarded as certain that the leading companies will refuse to place

themselves under the jurisdiction of the Commonwealth. Another contingency regarded as probable is that Fremantle will be made the terminal point, with a special line of high-class steamers running thence to the other Commonwealth ports. This would seriously interfere with the business of the Australian companies, which have acted unwisely in quietly accepting a kind of legislation intended to secure them a virtual monopoly of the coastal trade.

Another serious aspect of the Navigation Bill will be in connection with the overseas postal service, which threatens to become thrown into a state of confusion by the unbusiness-like attitude of the Federal Postmaster-General. At the end of the present year all the overseas mails are to be carried on the poundage system, and there is every certainty that, what with delays occasioned by transshipment and other causes, letters will be delivered in Europe several days later than at present, there being no obligation on the part of shipping companies to forward them as speedily as possible. Such are the first fruits of Federal legislation under combined Labour and Socialist influences. But the great sufferer will be the Australian producer. It is idle to talk of encouraging Australian immigration when the cost of exporting produce to overseas markets becomes increased to such an extent as to prevent its being placed at current rates. It has been estimated that the new legislation will place a handicap of from 10 to 20 per cent. on the Australian producer in the markets of the world; not a very inviting prospect for the agricultural immigrant.

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CHAMPAGNE  
VEUVE CLICQUOT PONSARDIN  
RHEIMS.

MAISON FONDÉE EN 1783.

WERLE &amp; CIE, Succrs.

APPLY TO:—

CHINA EXPORT, IMPORT, & BANK COMPAGNIE,  
2, CONNAUGHT ROAD. SOLE AGENTS. 1344

JAPAN

COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 1st Floor, Street

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotani, Sasebo, Matsuzaki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Farinos Miki, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fushinotani, Mameda, Manoura, Onoura Otsuji, Sasahara Tsubakuro, Yoshinotani, Yoshio, Yunkobara, and other Coal.

S. MINAMI, Manager, Hongkong.

MITSU BISHI GOSHI-KAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address: "IWAHAKI"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: N. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinew, Namazuta and Kani-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 190



## SHIPPING.

**ARRIVALS.**  
June 26, UNDAUNTED, British str., 2,026, S. Elcote, Barry 19th April, Coal. - Donwell & Co., Ltd.  
June 27, HIMALAYA, French str., 3,330, Comfo, Yokohama 17th June, from Canton. General. - Messageries Maritimes.  
June 27, LINAN, British str., 3,696, C. J. J. Benton, London 14th May and Singapore 22nd June, General. P. & O. S. N. Co.  
June 27, WATMOA, British str., 1,163, F. Daniel, Hoihow 25th June, General - Chinese.

**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE.  
27th June.  
Lignoon, German str., for Shanghai.  
Oscar II, Norwegian str., for Moji.  
Tijmahi, Dutch str., for Batavia.

**DEPARTURES.**  
26th June.  
FOTLE, British str., for Kutchinotzu.  
27th June.  
HAINDRIDGE, U.S. torpedo boat, for a cruise.  
BARRY, U.S. torpedo boat, for a cruise.  
DALE, U.S. torpedo boat, for a cruise.  
DECATUR, U.S. torpedo boat, for a cruise.  
BEKID, Norwegian str., for Canton.  
CHOYANO, British str., for Canton.  
KATONG, British str., for Canton.  
KANTON, Chinese str., for Canton.  
NANYANG, German str., for Canton.  
ORANGE, British str., for Bangkok.  
UNDAUNTED, British str., for Yokohama.

**VESSELS IN DOCK.** 27th June.  
ABERDEEN DOCKS - U. S. S. Pathfinder, U. S. S. General Albat, Chinese, H. M. S. Sandpiper.  
COSMOPOLITAN DOCK -

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"TONKIN,"  
Captain Schmitt, will be despatched for the above ports on or about TUESDAY, the 28th instant.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX, Agent.

Hongkong, 25th June, 1904.  
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"AUSTRALIAN,"  
Captain W. G. McArthur, will be despatched for the above ports on SUNDAY, the 3rd July, at DAYLIGHT.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B. - To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th June, 1904. [1480]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENARTY,"  
Captain Sarchet, will be despatched as above on or about MONDAY, the 13th July.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th June, 1904. [1575]

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Philipps	P. & O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP	YANGTZE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th July.
LONDON, AMSTERDAM & ANTWERP	CANDIA	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 6th July.
LONDON, AMSTERDAM & ANTWERP	KINTA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	19th July.
LONDON, AMSTERDAM & ANTWERP	SARDINIA	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 21st July.
LONDON, AMSTERDAM & ANTWERP	KEMEN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	16th Aug.
LONDON, AMSTERDAM & ANTWERP	HIMALAYA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	To-day, at 1 p.m.
MARSEILLES, &c. VIA PORTS OF CALL	P. MARIE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
MARSEILLES, HAVRE & COPENHAGEN	BENARTY	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	About 13th July.
MARSEILLES, HAVRE & COPENHAGEN	SEYDLITZ	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July, at Noon.
BREMEN, VIA PORTS OF CALL	NORDEN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	26th July.
HAVRE, BREMEN & HAMBURG	C. FRED LAIBER	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	10th Aug.
HAVRE & HAMBURG	BADENIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	25th Aug.
HAVRE & HAMBURG	BADENIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th Sep.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	15th July.
TRIESTE, &c. VIA SINGAPORE, &c.	DESIDER	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	20th Aug.
GENOA, MARSEILLES & LIVERPOOL	SARDEGNA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	10th July.
GENOA, MARSEILLES & LIVERPOOL	SCHUTTEKILL	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	About 5th July.
NEW YORK, VIA SUEZ CANAL	R. CASTLE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	To-day.
NEW YORK, VIA PORTS & SUEZ CANAL	COURTFIELD	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	13th July.
DURBAN	E. OF JAPAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	20th July.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	To-day.
VANCOUVER, VIA SHANGHAI, &c.	TREMONT	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	14th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	OANPA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	14th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	NICOMEDIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	3rd July, D'light.
PORTLAND OREGON	AUSTRIAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th July.
AUSTRALIAN PORTS	CHINGHAI	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	29th July, 4 p.m.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	Quick despatch.
AUSTRALIAN PORTS	SOCOTRA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA, VIA SHANGHAI, MOJI & KOB	LINAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	TOKIN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	About 30th inst.
SHANGHAI	CHUSAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July, 10 a.m.
SHANGHAI	TRIUMPH	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	3rd July, 10 a.m.
FOOCHOW, VIA SWATOW & AMOY	PRETIJOF	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	10th July, 10 a.m.
TAMU, VIA SWATOW & AMOY	M. STREUT	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	13th July, 10 a.m.
TAMU, VIA SWATOW & AMOY	TRITON	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	8th July.
ANPING, VIA SWATOW & AMOY	CHIHUI	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, CHEFOO & TIENSIN	TAMING	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	2nd July, 10 a.m.
MANILA DIRECT	ZAFIRO	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	9th July, 10 a.m.
MANILA DIRECT	RUBI	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	About 12th Aug.
MANILA DIRECT	SHAWMUT	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
CALCUTTA, BOMBAY, ADEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904,  
at 1 p.m., the Company's Steamship  
"HIMALAYA," Captain J. Combe, will  
leave this Port for MARSEILLES via Ports  
of Call, WITHOUT TRANSHIPMENT.  
This Steamer connects at COLOMBO with  
the Australian line to BOMBAY and ADEN.  
Cargo and Specie will be registered for  
London as well as for Marcellles, and accepted in  
transit through Marcellles for the principal  
places of Europe.  
Shipping Orders will be granted till Noon  
only on Monday, the 27th June. Specie and  
Parcels received until 4 p.m. on the same day.  
No Cargo will be received on board on Tue. 28.  
Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th June, 1904. [2]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"  
Capt. Wm. Robinson, of 1,088 tons, Registered, is  
the newest, fastest, and most luxuriously furnished  
steamer on the line and is lighted throughout  
with electricity; hot and cold water service.  
The cuisine is unexcelled.  
Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 p.m., and returning from Canton every  
following evening at 5 p.m.  
1st Class ... \$3.00 for Single journey  
2nd ... 1.50  
3rd ... 1.00 each.  
The steamer's wharf is at the Western end  
of Wing Lok Street.  
YUR ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [75]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer  
"PAUL BEAU,"  
Captain Frongent, leaves Hongkong for Canton  
at 9 p.m., on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following days, leaving Canton at 5 p.m., taking  
passengers and cargo as usual.  
The S.S. "CHARLES HARDOUN,"  
Captain Merlin, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at  
the usual hour.  
These two magnificent and up-to-date  
steamers are lighted with Electricity.  
The Saloon is under European Supervision.  
First Class European ... \$8.00  
Second Class European ... \$3.00  
First Class Chinese ... \$1.50  
Second Class Chinese ... .80  
Deck ... .30  
The Company's Wharf is at the end of Queen  
Street, Praya West.  
For further particulars, apply to  
J. LANDOLT, Agent.  
The Pharmacy, Queen's Road Central.  
Hongkong, 23rd March, 1904. [420]

FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
924 Tons, Captain A. Murphy, will leave for  
Canton at 8.30 p.m., on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 p.m. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.  
First class fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.,  
No. 147, Connaught Road Central,  
Hongkong, 15th March, 1904. [27]

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
NURNBERG	HAVRE, BREMEN and HAMBURG	On 6th July. Freight.
Capt. Jahrg	(Calling at Singapore and Penang)	
C. FRED LAIBER	HAVRE and HAMBURG	On 26th July. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	
BADENIA	HAVRE and HAMBURG	On 10th Aug. Freight.
Capt. Reorden	(Calling at Singapore, Penang and Colombo)	
BAMBERG	HAVRE and HAMBURG	On 25th Aug. Freight.
Capt. Miltzoff	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAVRE and HAMBURG	On 5th Sep. Freight.
Capt. Schmidt	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSEN KAISHA  
REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG -  
SUBJECT TO ALTERATION.

STEAMERS	LEAVING
FOR	
TAMU, VIA SWATOW	"FRITJOF" SUNDAY, 3rd July,
AND AMOY	at 10 a.m.
FOOCHOW, VIA SWATOW	"TRIUMPH" WEDNESDAY, 6th
AND AMOY	July, at 10 a.m.
TAMU, VIA SWATOW	"A. HANSEN" SUNDAY, 10th July,
AND AMOY	at 10 a.m.
ANPING, VIA SWATOW	"M. STREUT" WEDNESDAY, 13th
AND AMOY	July, at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.  
Hongkong, 20th June, 1904. [15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 2nd July, 10 a.m.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 9th July, 10 a.m.
PERLA	1980	A. H. Nodley		

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS. [16]

Hongkong, 27th June, 1904.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

YOKOHAMA, VIA SHANG-  
HAI, MOJI, AND KOB (Passing through the Inland Sea)

SHANGHAI

LONDON, &c.

LONDON AND ANTWERP, VIA  
SINGAPORE, PENANG,  
COLOMBO, PORT SAID and  
MARSEILLES

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent. [7]

Hongkong, 27th June, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL-STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships - 6,000 Tons - 10,000 Horse-Power - Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 13th July.  
R.M.S. "ATHENIAN" 3,862 Tons. WEDNESDAY, 20th July.  
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 3rd Aug.  
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 10th Aug.  
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class, via St. Lawrence, 120 via New York £62.  
Intermediate on Steamers, £40.  
and 1st Class Rail, £42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the  
famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Pedder Street.

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.  
N.B. - CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
SEYDLITZ	WEDNESDAY 29th July
ROON	WEDNESDAY 29th August
PRINZ REGENT LUITPOLD	WEDNESDAY 17th August
PREUSSEN	WEDNESDAY 31st August
PRINZ HEINRICH	WEDNESDAY 14th September
GNEISENAU	WEDNESDAY 28th September
BYERN	WEDNESDAY 12th October
SACHSEN	WEDNESDAY 26th October
ZIETEN	WEDNESDAY 9th November
PRINCESS ALICE	WEDNESDAY 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY 7th December
PREUSSEN	WEDNESDAY 21st December
PRINZ EITEL FRIEDRICH	WEDNESDAY 4th January 1905.
PRINZ HEINRICH	

ON WEDNESDAY, the 6th day of JULY, 1904, at Noon, the Steamship  
"SEYDLITZ," Captain Dower, with MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and  
Shipping Orders will be granted till Noon on Monday, the 4th July. Cargo and  
Specie will be received on Board until 5 p.m., on TUESDAY, the 5th July, and Parcels will  
be received at the Agency's Office until Noon on TUESDAY, the 5th July.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS. [5]

Hongkong, 25th June, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN - OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 16th June, 1904. [14]

## NORTHERN PACIFIC LINE.

BOSTON & CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.  
The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT, 9,606 tons, W. M. Smith, About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very  
Superior Accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo  
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to -  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 30th May, 1904. [7]







